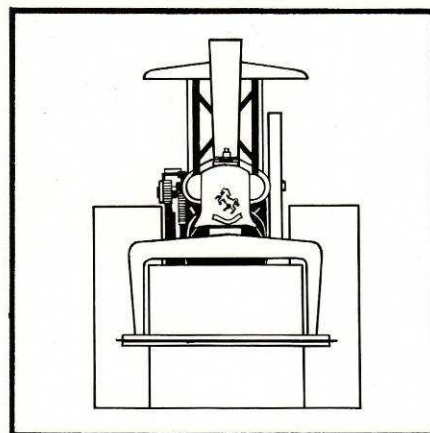
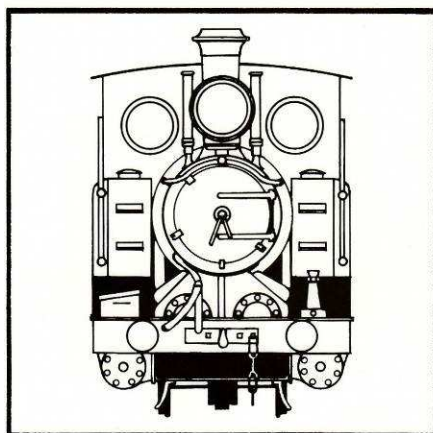
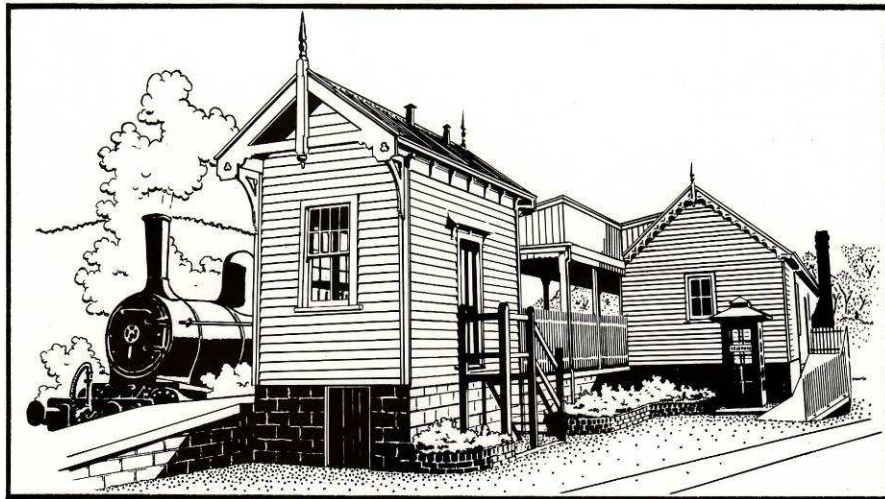
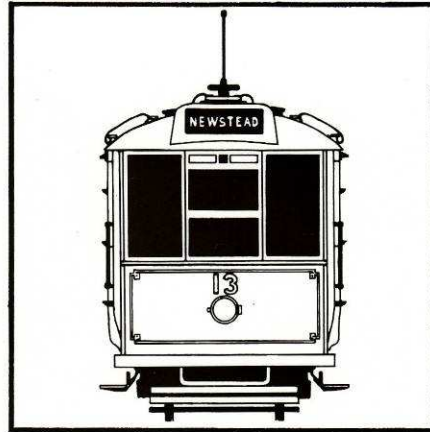


TASMANIAN TRANSPORT MUSEUM COLLECTION



Nomination for Engineers Australia Engineering Heritage Recognition

**Prepared by Ben Johnston with assistance by members of the
Tasmanian Transport Museum Society**

June 2011

HERITAGE AWARD NOMINATION FORM

The Administrator
Engineering Heritage Australia
Engineers Australia
Engineering House
11 National Circuit
BARTON ACT 2600

Name of work: **TASMANIAN TRANSPORT MUSEUM**

The above-mentioned work is nominated for an Engineering Heritage Recognition Award

Location, including address and map grid reference:

Anfield Street, Glenorchy Tasmania
AMG E 522 470 N 5 257 914 (GDA94)

Owner (name & address):

Tasmanian Transport Museum Society
GPO Box 867
Hobart
Tasmania, 7001

The owner has been advised of this nomination and a letter of agreement is attached.

Access to site: **From Anfield Street car park**
Open on Saturdays, Sundays and most public holidays from 1pm

Nominating Body: **Tasmanian Transport Museum Society**

Philip Lange
President of TTMS

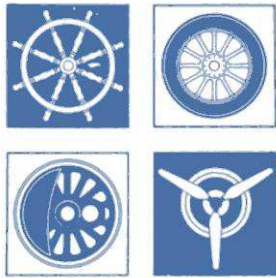
Bruce Cole
Chair of Engineering Heritage Tasmania

Date: June 2011

BASIC DATA FORM

Item Name:	Tasmanian Transport Museum
Location:	See Today's Museum section
Address:	Anfield Street, Glenorchy, Tasmania (E 522 470 N 5 257 914)
Suburb/Nearest Town:	Glenorchy
State:	Tasmania
Local Govt. Area:	Glenorchy City Council
Owner:	Tasmanian Transport Museum Society Inc. GPO Box 867, Hobart Tasmania 7001
Current Use:	Collection of transport items
Year Started:	1972
Physical Description:	The site is adjacent to the main Hobart to Launceston railway line with a rail connection into the site which occupies an area of about 0.6 hectares. Most of the exhibits are undercover; some are in the open air. The collection includes electric trams and trolley buses; steam and diesel locomotives, rail cars, carriages and other rolling stock; motor buses; fire engines; steam road vehicles; stationary and marine steam engines; transport memorabilia and photographs; and an original railway station.
Physical Condition:	The site is well maintained by Society volunteers. The exhibits are in a range of conditions from as new to in need of restoration.
Historical Notes:	See Background and subsequent sections
Heritage Listings	Nil

ACCEPTANCE FROM OWNER



Tasmanian Transport Museum Society Inc.

G.P.O. BOX 867J HOBART TASMANIA 7001
MUSEUM: ANFIELD ST. GLENORCHY

PRESIDENT PHIL LANGE
SECRETARY ANDREW DIX

Mr Bruce Cole
Heritage Committee
Engineers Australia Tasmania Division
2 Davey St
HOBART TAS 7000

17 December 2008

Dear Sir,

NOMINATION FOR ENGINEERING HERITAGE MARKER

I am writing to thank Engineers Australia for the suggestion that the Tasmanian Transport Museum nominate for an Engineering Heritage Marker.

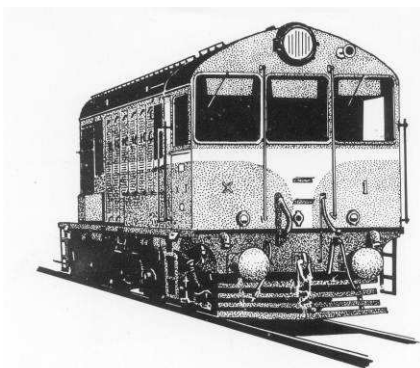
The museum is located in the Hobart suburb of Glenorchy and run entirely by volunteers. The museum is open on Saturdays, Sundays, and Public Holidays, from 1:00 pm until at least 4:30 pm with steam or diesel train rides on the first and third Sunday of each month. Exhibits include railway locomotives, railmotors, carriages and wagons, trams, trolley buses, motor buses, stationary steam engines and many other items of historical interest. There are also displays of historical photographs, drawings, models, and other small objects.

The museum was officially opened on 3 December 1983, and since then development of the site has included the laying of rail track and the erection of buildings in which the collection is housed. The buildings include a railway roundhouse, a carriage shed and two large sheds to house the bus, tram and steam technology exhibits. The former New Town railway station and Botanical Gardens signal box have been relocated to the museum. Other railway items, such as signals and water columns, add to the railway theme of the station area, providing an authentic setting for the display and operation of rail vehicles

The Tasmanian Transport Museum committee feel the entire collection is worthy of an Engineering Heritage Marker based on various examples of state and national heritage significance and value to future generations. Two rail exhibits of particular significance are briefly detailed over the page.

1. Tasmanian Government Railways, Diesel-Electric Locomotive X1

Designed and built by the English Electric Company, X1 was the first of thirty two X class locomotives. The first pair entered service on 13 September 1950 to become Australia's first diesel-electric main line locomotives.



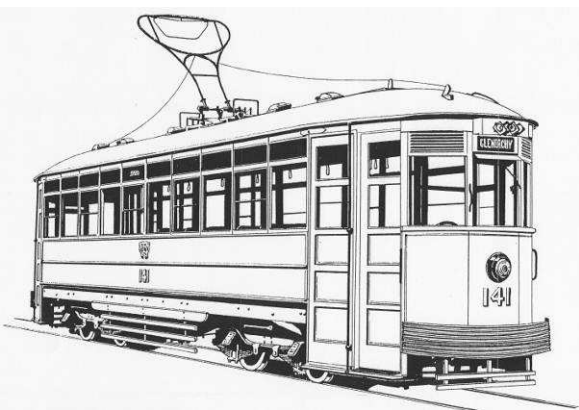
The introduction of the locomotives resulted in the removal of most steam locomotives from use. Up until 1973 the X class formed the backbone of the TGR locomotive fleet but with the introduction of more powerful locomotives, a change in ownership, increasing age and the conversion of train braking systems from vacuum to air brakes the X class and their

variation the XA class became less popular and were progressively withdrawn. The last of the class were sold in 1988 though seven remain preserved.

In October 1985 the Australian National Railways loaned X1 to the museum. The locomotive was officially donated to the museum in April 1997. Whilst operational, X1 is not able to run on the mainline but is used around the museum site when required.

2. Hobart Municipal Tramways, Tram 141

Hobart tram number 141 was built in 1952 by the Hobart Municipal Tramways, and was the second last tram built for the Hobart system. It ran for just eight years before the system closed in 1960, following which all the trams were disposed of. Tram 141 was donated complete by the Metropolitan Transport Trust to the museum. For many years the tram was stored in the Hobart railway roundhouse until it was moved by rail to the museum site in April 1979.



Tram 141 is the only Tasmanian tram preserved in original and operating condition. Its preservation led to the establishment of the Tasmanian Transport Museum Society.

Yours faithfully,

Andrew Dix

Secretary

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Acknowledgements

This nomination was prepared with the assistance of many members of the Tasmanian Transport Museum Society. Special thanks must go to David Jones, Stuart Dix, and Bruce Cole for their linguistic, photographic, and persuasive skills.

Abbreviations

AETA	Australian Electric Traction Association
ANM	Australian Newsprint Mills
BUT	British United Traction
CCC	Clarence City Council
EBR	Emu Bay Railway
EZ Co	Electrolytic Zinc Company
HMT	Hobart Municipal Tramways (Taken over by State Government to become MTT)
HTC	Hobart Technical College
L&WR	Launceston and Western Railway
LMT	Launceston Municipal Tramways (Taken over by State Government to become MTT)
MLM&R Co	Mt Lyell Mining and Railway Company
MTT	Metropolitan Transport Trust (later renamed Metro Tasmania)
PWD	Public Works Department (Now Department of Infrastructure, Energy & Resources)
TAA	Trans Australia Airlines
TGR	Tasmanian Government Railways
TMLR	Tasmanian Main Line Railway Company
TTMS	Tasmanian Transport Museum Society
WRA	Webster, Romtech Astor



TASMANIAN TRANSPORT MUSEUM SOCIETY

The Tasmanian Transport Museum Society (TTMS) has two main aims:

- to establish and maintain a museum in which items of interest concerning Tasmanian transport will be preserved and displayed;
- to further interest and research into transport, with particular reference to Tasmania.

Today's Museum

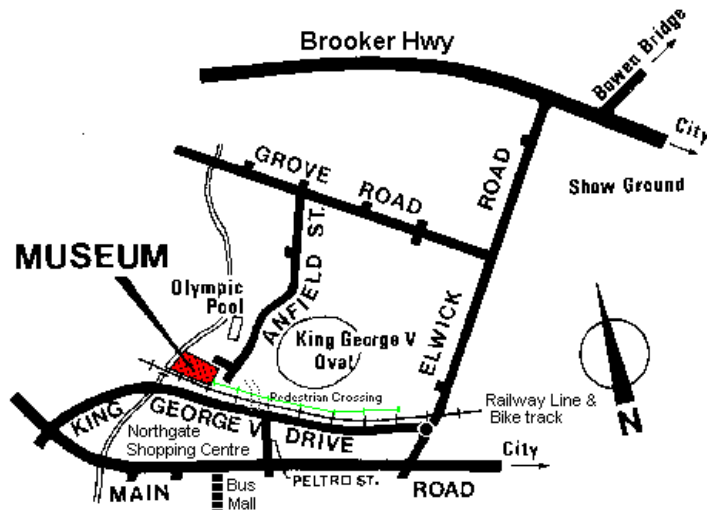


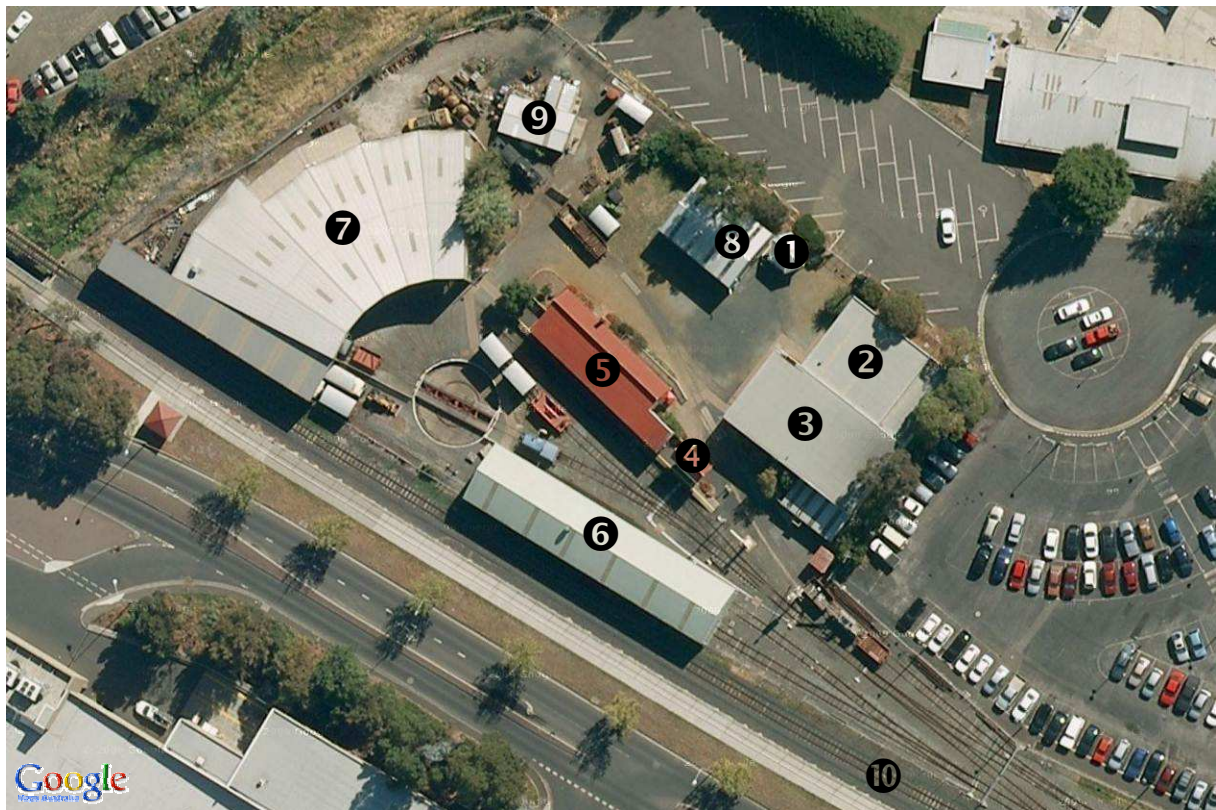
FIGURE 1: THE MUSEUM IS LOCATED IN ANFIELD STREET, GLENORCHY, 9 KM NORTH OF HOBART.

Located north of Hobart in the city of Glenorchy, the museum is open on Saturdays, Sundays and Public Holidays, from 1:00 pm until 4:30 pm. The museum site was leased in 1972 and developed by members to the stage where the museum was officially opened on 3 December 1983. Development of the site has included the laying of rail track and the erection of buildings in which the collection is displayed. The buildings include a railway roundhouse, a carriage shed and two large buildings for buses, trams, and steam powered exhibits. The former New Town railway station has been relocated to the museum, providing an authentic setting for the display and operation of rail vehicles. The former Botanical Gardens signal box and other railway items, such as signals and water columns add to the railway flavour of the station area. Planning for the final building (road transport) is presently underway.

The museum exhibits include railway locomotives, railmotors, carriages and wagons, trams, trolley buses, motor buses, stationary steam engines and many other items of historical interest. There is also a display of historical photographs and other small objects.

Train rides are available to visitors to the museum twice a month. On the first Sunday trains are operated by DP class diesel railcars. On the third Sunday trains are operated by a steam locomotive.

In addition, the Tasmania Fire Museum have relocated a fire station to the Transport Museum site and regularly rotate exhibits from their fine collection of restored vintage fire trucks.



- | | |
|--|---------------------------------|
| 1. Reception | 6. Railway Carriages |
| 2. Steam Power | 7. Locomotive Roundhouse |
| 3. Electric Transport (Trams, Trolley Buses) | 8. Fire Services Museum |
| 4. Botanical Gardens Signal Box | 9. Workshop |
| 5. New Town Station | 10. Main Line Railway (TasRail) |

FIGURE 2: TASMANIAN TRANSPORT MUSEUM LAYOUT.

Background

The Australian post World War 2 period was one of great changes. Industrial expansion, the adoption of new technologies, a growing population and the accompanying changes in life style all had an impact on society particularly in the way we transported freight and moved people. With the emergence of newer and alternative means of transport and the rising use of private vehicles the older forms of transport with which the community had become familiar were rapidly being withdrawn and scrapped.

It was in this environment and with the imminent closure of the Hobart electric tramway system and the destruction of its once extensive fleet of tram-cars that led a group of four Hobart young men to publish a brief history of the system in the hope that this historic enterprise would not be forgotten and to convince a sceptical authority that at least one tram-car should be preserved.

Through the dedication and perseverance of this small group of enthusiasts and the support of a few sympathetic officials, the Metropolitan Transport Trust agreed to donate bogie Tram No141 for preservation. It remains the only complete and operational Hobart tram-car in original condition. With only one vehicle, and with the prospect of other significant transport items (principally railway) also in need of preservation, it was decided that an organisation with this aim should be formed.

The Beginning

In June 1962 three of the original group, formed the Tasmanian Transport Museum Society. It was a bold move when it appeared there was little community interest. But with a growing group of supporters, few resources beyond enthusiasm, little official encouragement, and with no site on which to develop a museum, the decision was made to concentrate on building up, what at the time seemed an insurmountable task, a comprehensive collection of Tasmania's transport heritage.

Growth

Through the 1960s the collection grew but the failure to find a home was a major problem. Finally in 1971 the Glenorchy City Council leased an area of land to the Society and development began. Though not as large an area as desired it has meant that the collection has been carefully selected and is largely manageable.

The Tasmanian Transport Museum aims to be widely representative and thus includes rail, road and other means of transport as well as fire fighting appliances. The inter-dependent nature of modes of transport gives support to this approach.

Within the constraints of a restricted site, a volunteer workforce and no regular grants, the aim has been to collect representative or significant items and display them, respecting their historic significance, as perfectly as possible, for purposes of study, education and pleasure. To some extent it has been possible to display vehicles in working order and even to operate a few on public train trips using diesel or steam motive power, thus bringing history to life and raising the Museums profile. High standards of restoration, presentation and interpretation add considerably to the appeal and educational value of transport museums and their effectiveness in achieving their aims for the community at large.

Public interest in history, historic features in our community and other evidences of life in past times is always intense. Transport is an integral part of that history and possesses the capacity to offer experiences of life past and of our inventiveness.

Education

The educational opportunities of a museum of transport are apparent. The Tasmanian Transport Museum has for many years hosted visits from both schools and adult groups. The intensity of interest shown by visitors of all ages, in particular children, with demonstrable and gratifying enthusiasm. It is common for schools to send groups on a repeat visit basis, as educators recognise the value of museum visits. Moves are currently underway to link such visits to the new Commonwealth education curriculum. As a community asset, the Tasmanian Transport Museum is a strong agent of education. A visitor is able to experience the development of vehicles and the mechanical changes which brought this about. The significance of what is observed is greatly enhanced by even a little guidance, as in a museum setting; history comes alive, fascinates and provokes thought.

Future

The current site has reached the limit of development and existing buildings or those planned will cater only for the present collection. But there will be significant items to be preserved in the future. The obvious solution will be an off-site facility where new exhibits can be housed, restored and rotated on display. This is obviously beyond the capabilities of a relatively small society. It is hoped that the community at large will recognise this need and support future needs.

The Tasmanian Transport Museum collection, already comprehensive, could form the basis of a major science and technological museum. It represents a romantic period which saw the beginning of mechanised and urban transport. In turn, this had profound social and economic

effects and utilised new changes in technology. The development of personalised forms of transport produced further profound influences on our lives and now the world faces still more change as environmental and resource factors such as the oil crisis necessitate new kinds of inventiveness. Social and economic change is set to continue. Properly resourced and designed museums can record and demonstrate the present as it becomes the past, for the enlightenment of future generations.

For many years the Museum has benefited from the donation of transport related items. There is an urgent requirement for a facility to accommodate the Museum's growing collection of books, memorabilia and relics. The storage of such items is already a serious problem and will increase.

The Museum's future development plan makes provision for an archive/library area which will offer facilities for research. A computer catalogue system is in operation and over 5000 museum items ranging from major exhibits to smaller items such as tickets are recorded and in time will be shared on-line.

Awards

In 1985 the TTMS received an Advance Australia Award in recognition of its efforts to preserve and display items from Tasmania's transport history.

Life Member, David Jones, received the Hobart City Council's 1995 Citizen of the Year award for his contributions towards establishment of the Museum and in particular supervising the restoration of a Hobart double deck tram for the 1993 Tramway Centenary.



FIGURE 3: A LATE NIGHT AT THE RELOCATED NEW TOWN STATION, 2010 [B JOHNSTON]

HERITAGE ASSESSMENT

The entire collection is considered significant and represents various forms of transportation and associated systems from previous eras. Significant Exhibits are detailed in a latter section, and the uniqueness aspects summarised below:

- Only original vertical boiler locomotive preserved in Australia.
- Only Australian built steam locomotive preserved in Tasmania.
- First Main Line Diesel Electric Locomotive operated in Australia.
- Only Hobart electric tram preserved in original operating condition.
- Only Tasmanian Trolley Buses in original operating condition.
- First production bus to be built with a Hino chassis in Australia.
- Oldest preserved Tasmanian railway carriage.
- New Town Station is the oldest surviving Tasmanian Railway Station building (1875).

People

The society and the museum rely on the generosity and enthusiasm of volunteers and members. Since the formation of the Society members have been active in carrying out research and documenting the ongoing history of Tasmanian transport and have also contributed to many publications.

Listed below, the three foundation members of the TTMS shared their common interest in transport while studying at the University of Tasmania. All later left Tasmania to pursue their various careers. Their foresight at such an early age and their continued contribution to Tasmanian heritage is commended.

Ian G. Cooper

First Life Member of the TTMS (1969) foremost authority on Tasmanian urban transport. Publications authored by Ian include Tasmania's Trolley Buses (2010), Launceston Municipal Transport 1911 - 1955 (2006), Hobart Tramways, A Centenary Commemoration Review (1993) Trolley Buses of Tasmania (1979), Associate Editor Destination G.P.O. (1971), Joint author The Electric Tramways Of Hobart (1960).

Dr H. J. (Jim) W. Stokes

Noted Tasmanian railway historian and author. Career with National Library and as a Director of the National Archives of Australia.

Peter C. James

Graduated in Law and after a career in the High Court had a position with the National Trust (N.S.W.) Appointed Tasmania's first Heritage Council Chairman (1997)

Current members of the Society are the editors of Tasmanian Rail News (published by the Australian Railway Historical Society) a quarterly publication detailing Tasmanian railway operations and developments.

Member David Kirby (former Tasmanian Auditor General) authored Hobart's Tram Trilogy published by the Hobart City Council (2008)

Representativeness

The Museum collection consists of vehicles which have contributed significantly to Tasmania's industrial and social growth: Railways, electric street transport, motor buses, fire service vehicles and smaller items such as bicycles. It features large items not usually sought by individuals due to their size or difficulty of transporting or storage. Smaller items such as cars, motor bikes etc. become very valuable as they age but should be represented in any transport collection. Few such items form part of the existing displays but with improved facilities especially increased display space, there is a real possibility that such items will be displayed on loan or hopefully donated.

The Transport Museum is unique in Tasmania and in Australia by being a comprehensive museum. This has the advantage that comparisons can be made between different modes of transport without visiting more specialised collections.

Within Australia are many museums with railway, tramway, maritime, automotive and aviation themes whose large collections warrant their specialised status.

Museums such as the Museum of Victoria, Powerhouse Museum (Sydney) and other State museums are the custodians of much historic transport relevant to their State but are displayed as part of a larger more varied collection. Rarely do these collections show the ongoing development of their transport systems.

Auckland's "Museum of Transport and Technology" is New Zealand's largest transport, technology and social history museum and similar in concept to the Tasmanian transport Museum. The "Science Museum", London, the "Deutsches Museum", Munich and the "Smithsonian" in Washington are major museums which recognise their countries contribution to transport for the benefit of mankind.

Perhaps the "Swiss Transport Museum" located at Lucerne Switzerland is an inspiration which any city or country should envy. Within its modern buildings situated on the shore of Lake Lucerne are displayed a comprehensive collection of transport in particular featuring the Swiss contribution to the development of a railway system which ranks among the highest of technical achievements.

Integrity/Intactness

The site is well maintained by Society volunteers. The exhibits are in a range of conditions from as new to in need of restoration.



FIGURE 4: RAILWAY LEVER FRAME AND SAFE WORKING EQUIPMENT DISPLAYED IN THE SIGNAL BOX AT THE MUSEUM [D JONES]

Social Engagement

The museum aims to serve the community by providing a facility for the collection and display of Tasmanian transport and as a place of education and to relive and experience memories of former times. Since 1983 the Museum has been open to the public and twice a month offers a short train ride utilising vintage rail transport. When the rail authority permits longer train rides are undertaken on the 'main line' for the public benefit.

Special or theme days present an opportunity for the public to enjoy displays of private vehicles and those operated by various authorities.

Since its formation the TTMS has held monthly meetings for members when varied programmes with a transport theme are presented, experiences shared and speakers relate past experiences or visions for the future of transport in Tasmania.

The museum provides an outlet for those in the community who wish to share their interest with others or to use their skills to restore exhibits or indulge their desires to operate transport from past years.

Well beyond their designers life expectancy, the collection still transports and entertains today's society. On special occasions, Transport Museum exhibits are moved off site to participate in an array of special events. This includes photographic exhibitions, traction engines and trams participating in Royal Hobart Shows and Christmas Pageants. In addition, trains and buses are available for charter.



FIGURE 5: MUSEUM LOCOMOTIVE Y4 ON A WEDDING CHARTER AT COLEBROOK, 2005 [C CRERAR]

Technical Achievements

Relocation of New Town Station building to the museum site.

Restoration of steam locomotives C22 and M5 to operational order. This included the specialised tasks of boiler re-tubing and repairs with limited facilities.

Ongoing maintenance of numerous operational rail and road vehicles.

SIGNIFICANT EXHIBITS

Vertical Boiler Locomotive

Significance: Only original vertical boiler locomotive preserved in Australia.

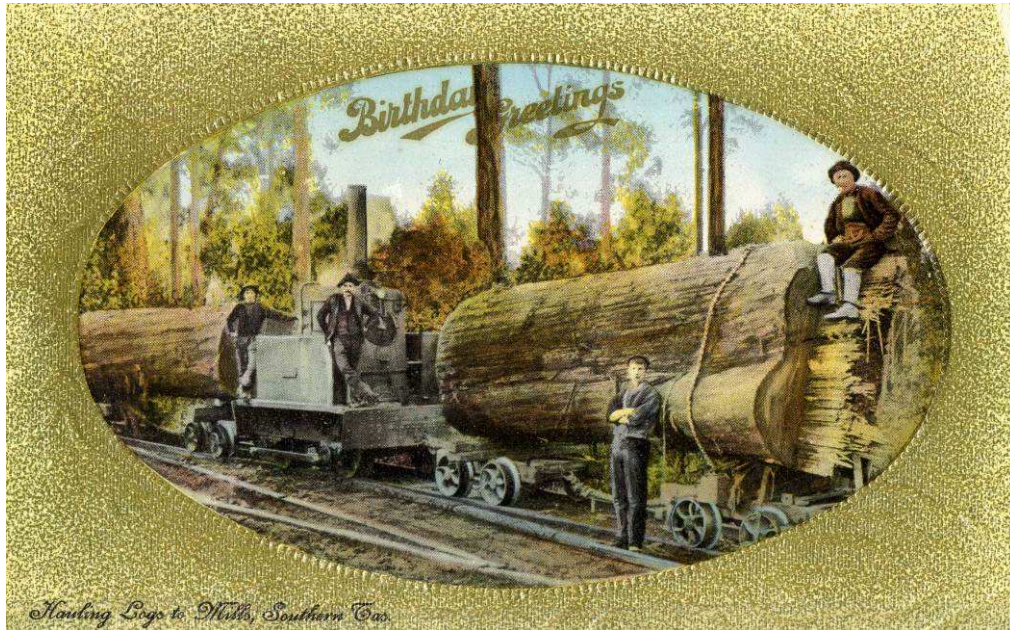


FIGURE 6: HAND COLOURED PHOTOGRAPH SHOWING THE VERTICAL BOILER LOCO OPERATING IN SOUTHERN TASMANIAN FORESTS, 1904 [TTMS]

Vertical boiler locomotives are also known as 'Coffee Pots'. This interesting locomotive is one of only 24 engines built by Markham & Co, Chesterfield, England. It was delivered in 1890 and served a variety of timber industry owners around Tasmania. Its final timber mill was at Tyenna in the Derwent Valley, and last worked in stationary use to power a water pump. By 1946 the locomotive was abandoned in the bush near Tyenna.

Fortunately this interesting relic was retrieved from the bush by the Tasmanian Transport Museum Society in 1983. Cosmetic restoration was completed in 2005 and the locomotive is now displayed on a short section of wooden railway typical of those used at many timber mill railways.



FIGURE 7: VERTICAL BOILER LOCO DISPLAYED AT THE MUSEUM, 2006 [D JONES]

Tasmanian Government Railways, Steam Locomotive Q5

Significance: Only Australian built steam locomotive preserved in Tasmania.

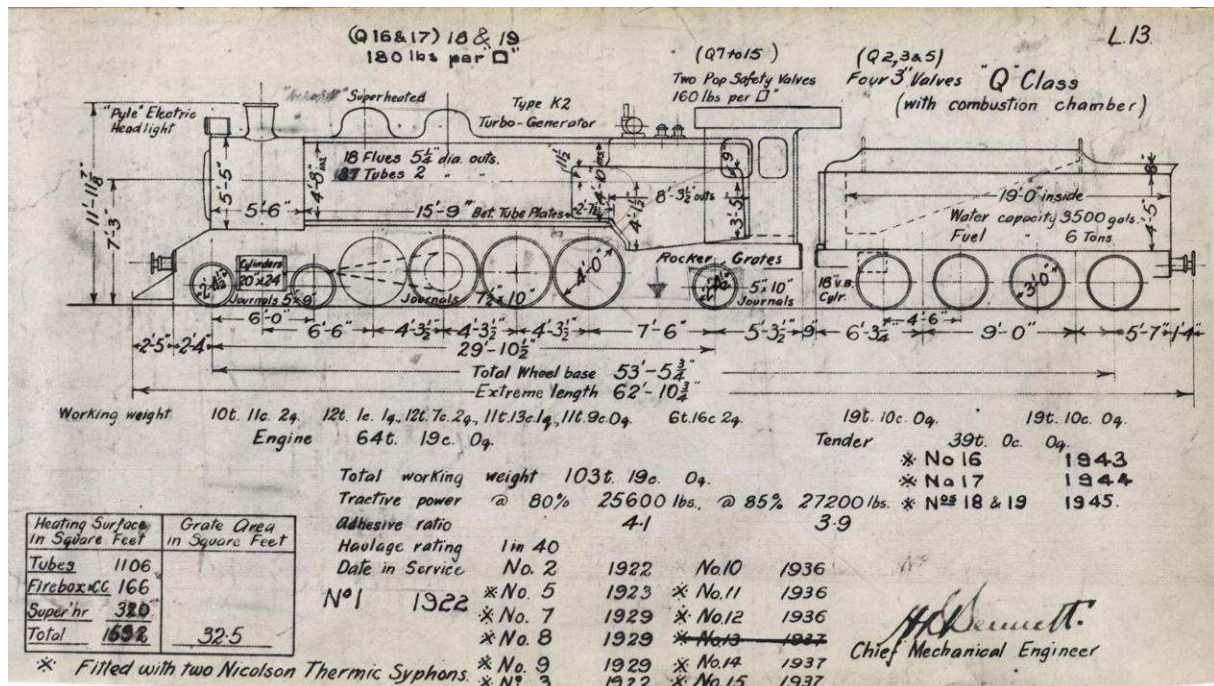


FIGURE 8: TECHNICAL DETAILS FOR THE TGRs 'Q' CLASS LOCOMOTIVES, 1945 [TTMS]

The Q class was designed by W. R. Deeble, Chief Mechanical Engineer of the TGR. Q5 was one of the first order of six Q class locomotives delivered by Perry Engineering of Adelaide in 1923. The design incorporated several American features and was the first in Australia to utilise the 4-8-2 "Mountain" wheel arrangement.

Further deliveries over the next 23 years resulted in the Q class numbering 19 similar locomotives from three different builders. Until 1950, the class handled the majority of mainline goods trains around the state. Following the introduction of the X class diesels and the H and M class steam locomotives, the TGR significantly rationalised its locomotive fleet. By 1963 the only members of the Q class remaining in service were Q4 and Q12.

In 1965, most of the Q class were being scrapped, however the fledgling Tasmanian Transport Museum Society purchased its first steam locomotive, Q5, for £350. Of the once strong fleet of 19 locomotives of this class, Q5 is the only survivor and remains the only Australian built steam locomotive to be preserved in Tasmania.



FIGURE 9: Q5 AT THE MUSEUM, 1986 [A DIX]

Tasmanian Government Railways, Diesel-Electric Locomotive X1

Significance: First Main Line Diesel Electric Locomotive operated in Australia.



FIGURE 10: MANUFACTURERS SUMMARY DETAILS FOR THE TGRs 'X' CLASS LOCOMOTIVES, 1951


Designed and built by the English Electric Company, X1 was the first of 32 'X class' locomotives supplied to the TGR. The first pair entered service on 13 September 1950 becoming the first diesel-electric locomotives in mainline service on a government-owned railway in Australia.

The introduction of the X class locomotives resulted in the progressive removal of most steam locomotives from use. Up until 1973 the X class formed the backbone of the TGR locomotive fleet but with the introduction of more powerful locomotives, and a change in ownership, the X class became less useful. A number of major changes, culminating in the introduction of locomotives from South Australia and Queensland, resulted in the gradual withdrawal of the X class. X2 was the first to be withdrawn, in October 1980, with X10 and X18 being the last in service, not being sold until August 1988.

In October 1985 the Australian National Railways loaned X1 to the museum for preservation. X1 was repainted to its earlier red and cream colour scheme, which was carried from 1954 until the mid-1970s. The locomotive was officially donated to the museum in April 1997. Whilst operational, X1 is not able to run on the mainline but is used around the museum site when required, although a lack of expensive batteries does make this a rare event



FIGURE 11: X1 BEING TURNED ON THE MUSEUM TURNTABLE, 1990 [M DIX]



Tasmania

Two of thirty-two 660 h.p. diesel-electric locomotives supplied by 'ENGLISH ELECTRIC' for general service on the Tasmanian Government Railways. These 'ENGLISH ELECTRIC' locomotives are designed to handle every type of run and may be operated in multiple units of up to three locomotives to meet heavy traffic demands.

'ENGLISH ELECTRIC'

diesel-electric rail traction


THE ENGLISH ELECTRIC COMPANY LIMITED
(Incorporated in England)
 SYDNEY AND NEWCASTLE • MELBOURNE • BRISBANE • ADELAIDE
 PERTH, Elmer, Barnes & Johnson • Huddart & L. LUNESON, H. H. Dandridge & Sons • NEW ZEALAND: Kerr-Wright & Salmon

FIGURE 12: AN ENGLISH ELECTRIC ADVERTISEMENT FROM A 1956 TRADE PUBLICATION

Hobart Municipal Tramways, Electric Tram 141

Significance: Only Hobart electric tram preserved in original operating condition.

Hobart Municipal Tramways tram number 141 was built in 1952, and was the second last tram built for the Hobart system. It ran for just eight years before the system closed in 1960, following which all the trams were disposed of. Tram 141 was donated complete by the Metropolitan Transport Trust to the Australian Electric Traction Association in 1962 and led to the formation of the TTMS. For many years the tram was stored in the Hobart railway roundhouse until it was moved by rail to the museum site in April 1979.

Tram 141 is the only Hobart tram preserved in complete and operating condition. Presently the museum has no overhead wires erected and the tram is on static display only.



FIGURE 13: TRAM 141 TURNING FROM MACQUARIE STREET INTO ELIZABETH STREET OUTSIDE THE HOBART GPO. TROLLEY BUS 221 IS ALSO REPRESENTED IN THE TTMS COLLECTION BY 235 [H BALLMENT]

Electric tram services commenced in Hobart on 21 September 1893, and were at first operated by the construction contractor, Siemens Brothers of Britain. In 1894, the Hobart Electric Tramway Company Ltd took over operations, then the Hobart City Council in 1913, and finally the Metropolitan Transport Trust in 1955.

Routes extended from Hobart railway station to Cascades, Sandy Bay, Moonah, West Hobart, North Hobart (Letitia Street), Lenah Valley, Proctor's Road, Springfield, and Glenorchy. In 1946 the fleet peaked at 75 trams.

Electric trolley buses were introduced to Hobart in 1935 and began replacing trams in 1942. The last tram route, to Springfield, closed in October 1960.

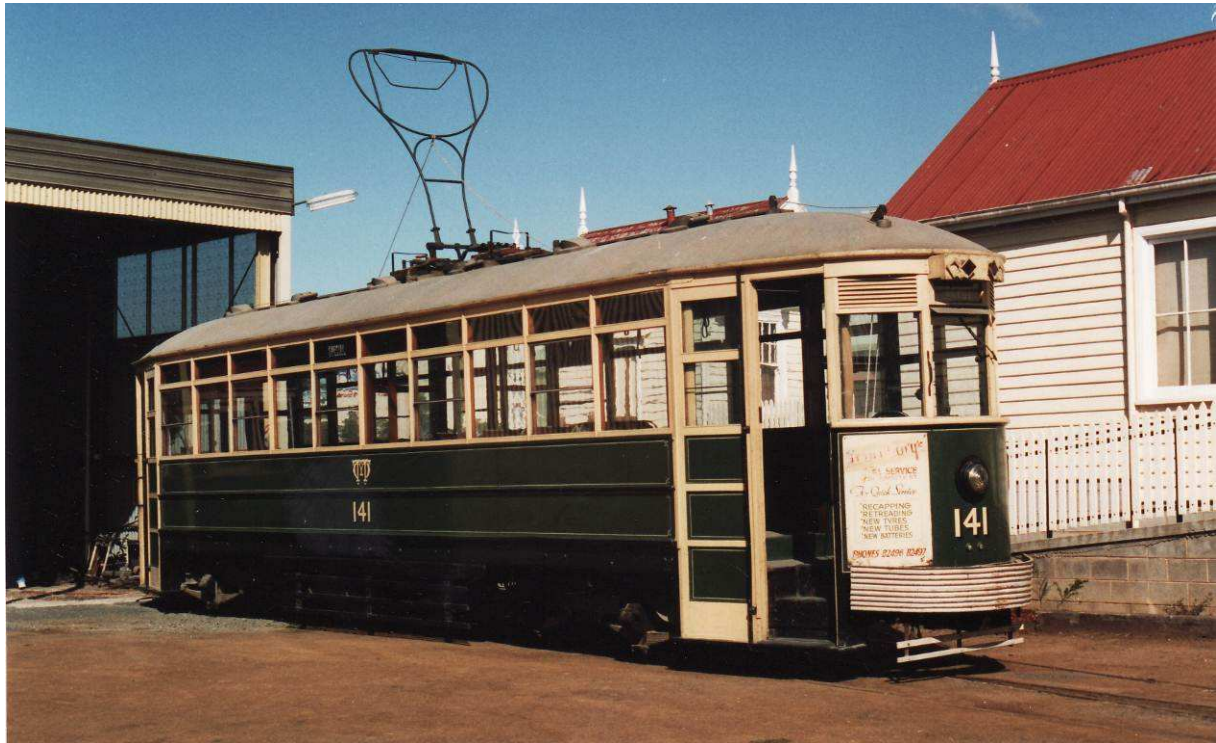


FIGURE 14: TRAM 141 OUTSIDE THE ELECTRIC TRACTION SHED AT THE MUSEUM, 1990 [D JONES]

Significant aspects regarding Hobart's electric trams:

- First successful electric tramway system in the southern hemisphere
- First tramway system in the world to use electronic (static) conversion of AC to DC power supply (1949)
- Only Australian tramway system to use double deck trams as standard vehicles
- Use of bow current collectors was unique in Australia



FIGURE 15: NEW HOBART ELECTRIC TRAMWAY COMPANY TRAMS OUTSIDE THE TRAM DEPOT IN MACQUARIE ST, 1895 [SIEMENS BROS]

Hobart Trolley Buses, No.'s 74 and 235

**Significance: Only Tasmanian Trolley Buses in original operating condition.
235 was the last Trolley Bus to operate in Tasmania**

Trolley buses operated in Hobart from 1935 to 1968, ironically replacing trams with a vehicle similarly constrained to a route of overhead wiring. The museum owns two Hobart trolley buses, numbers 74 and 235.

Number 74 has a body constructed by the then Tramway Workshops mounted onto a chassis manufactured by Leyland in England. This batch of buses are known as Canton buses, as the completed chassis were to go to China, but were sold to other cities due to the invasion of China by Japan in 1938.

Number 235 (illustrated below) consists of a body constructed by City Bodyworks (of Hobart) and a British United Traction (BUT) chassis, and was built in 1952. Number 235 was the last trolley bus to operate in Tasmania, and did so on 24 November 1968. It was purchased the day after by the TTMS, and later refurbished by the MTT.

Trolley buses were popular with passengers: they were virtually silent and pollution free, and accelerated and climbed hills quickly. However, the Metropolitan Transport Trust, which acquired both the Hobart and Launceston operations in 1955, withdrew them in 1968 in favour of motor buses. A drought-induced power shortage in 1967 had affected operations and the Trust wished to move away from fixed route systems.

Although the buses are operational, the museum has no overhead wires erected and they are on static display only.



FIGURE 16: TROLLEY BUS 235 IN MACQUARIE STREET DRESSED IN FAREWELL REGALIA, [D JONES]

Hino RB 120 Tourist Coach

Significance: First production bus to be built with a Hino chassis in Australia.

This 41 seater rear engine Coach purchased in 1965 by Ace Bus Services was the first production Hino model in Australia and was a joint venture between Hino and Freighter Industries incorporating many new features.

It was initially used for Tasbureau tours around Tasmania and for a number of years was chartered by Trans Australia Airlines transporting passengers to and from the Hobart Airport. It was used for general charter work and before retirement in 1998 transported school children between New Norfolk and Hobart.

The coach represents the high standard of vehicle used by private operators to support Tasmania's tourism industry. The bus was donated to the society by the Cresswell family in 2006 following the sale of the Ace Bus Service.



FIGURE 17: ACE BUS SERVICE NO. 18 AT THE MUSEM [D JONES]

Launceston & Western Railway, Carriage AB1

Significance: Oldest preserved Tasmanian railway carriage.



FIGURE 18: NEWLY RESTORED CARRIAGE AB1, 2004 [S DIX]

A typical 19th century English four compartment railways carriage, AB1 was built in 1869 by the Metropolitan Railway Carriage and Wagon Co, of Birmingham, England, for the broad gauge (5'3" or 1600 mm) Launceston and Western Railway (L&WR). The L&WR was Tasmania's first steel-railed railway which opened in 1871 operating between Launceston and Deloraine.

In 1889, AB1 (and most other broad gauge rolling stock) was converted to the standard Tasmanian gauge of 3'6" (1067 mm), by the provision of a new six-wheel underframe.

AB1 spent much of its time in service on the Strahan-Zeehan line and on Hobart suburban trains. With the availability of more bogie stock, most 4 and 6 wheel carriages were withdrawn and converted to workman's camps, with AB1 being one of the last to operate as a passenger coach, until conversion to Camp 132 in November 1953. This coach remained in TGR ownership until 1975, when it was obtained by the TTMS for restoration and preservation.

In 2004, TTMS members thoroughly restored the carriage to its original first and second class compartment configuration following considerable research. Financial assistance was provided by the Tasmanian Government's Bicentenary fund.



Figure 19: Second Class compartment [S Dix]



Figure 20: First Class compartment [S Dix]

Railway Infrastructure

Significance: Oldest surviving Tasmanian Railway Station building.

The operation of a railway involves the cooperation of many disciplines and depends on more than just locomotives and rolling stock. The infrastructure consists not only of buildings and rail track but a variety of equipment required for a safe operation.

From its early years the Society has recognized the importance of these items and has collected a variety of relics once a familiar part of the railway scene but now no longer necessary or superseded.

The centrepiece of the railway display is the former Main Line and Hobart suburban railway station building “New Town” which was moved to the Museum in 1980 where it was re-erected and restored. The station represents a bygone era in Tasmanian railway operations when it was a departure and arrival point for generations of nearby residents. Today it is still fulfilling that role in a new location for Museum patrons.



FIGURE 21: LOCOMOTIVE C22, AT THE RELOCATED NEW TOWN STATION, 2010 [B JOHNSTON]

The Transport Museum has an extensive collection of ex TGR lower quadrant semaphore and ground signals, associated Mackenzie and Holland interlocked lever frames, ground frames and block instruments following British practice for safe working of trains.

The collection also includes a range of ordinary wooden train staffs, metal staffs, miniature electric staff instruments (including some of the last produced in 1972 for the Bell Bay Line) along with associated equipment such as staff point locks for the safe working of single lines.

All of the above, along with equipment from the railway's own telegraph system, illustrate the development of communication on the railways prior to the electronic age.

LIST OF EXHIBITS

Railway Locomotives

Class / Number	Origin	Type	In service	Acquired	Status / Notes
C22	TGR	Mixed traffic, 2-6-0 steam locomotive	1902	1967	In Service
Climax	ANM	Climax type B steam locomotive	1923	1977	Statically restored
H1	TGR	Mainline goods, 4-8-2 steam locomotive	1951	1973	Statically restored
M5	TGR	Mainline passenger, 4-6-2 steam locomotive	1952	1973	Operational (Mainline)
No. 2 (ABT)	MtLM&R Co	General purpose, 0-4-2T rack steam locomotive	1899	1968	Statically restored
Q5	TGR	Mainline goods, 4-8-2 steam locomotive	1923	1965	Statically restored
Ruston	EZ / EBR	Shunting, -B- diesel-mechanical locomotive	1950	1998	Operational
Vertical Boiler		Logging tramway, 0-4-0 steam locomotive	1890	1983	Statically restored
X1	TGR	General purpose, Bo-Bo diesel-electric locomotive	1950	1985	Operational
Y4	TGR	General purpose, Bo-Bo diesel-electric locomotive	1964	1994	Operational (Mainline)



FIGURE 22: MUSEUM LOCOMOTIVE M5 HAULING AN EXCURSION AT COLEBROOK, 2002 [S DIX]

Railmotors & Trailers

Class / Number	Origin	Type	In service	Acquired	Status / Notes
DP15	TGR	Country and suburban passenger railmotor	1939	1979	Operational
DP26	TGR	Articulated country passenger railmotor	1950	1979	Operational
PT4	TGR	Driving railmotor trailer	1939	1979	Stored

Railway Carriages

Class / Number	Origin	Type	In service	Acquired	Status / Notes
A+17	TMLR	Four wheel, First Class	circa 1875	1979	Operational
AAL10	TGR	First Class, with toilet and corridor	1930	1979	Operational (Main Line)
AB1	L&WR	Six wheel, First and Second Class compartments	1869	1972	Restored
B+21	TMLR	Six wheel, Second Class	1884	1970	Under restoration
B+4	TMLR	Six wheel, Second Class	1884	1970	Awaiting restoration
DB3	TGR	Guards van, with passenger compartments	1947	1986	Operational (Main Line)
SP4	TGR	Former steam powered rail car Coach, with guards compartment	1934	1979	Operational (Main Line)

Railway Wagons

Class / Number	Origin	Type	In service	Acquired	Status / Notes
A159	TGR	Low side open, 4 wheel		1977	Operational
C22	EBR	Low side open, 4 wheel		1977	Operational
C589	TGR	Medium side open, 4 wheel		1979	Operational
CC262	TGR	Medium side open, bogie		1989	Operational
Crane 2	TGR	Travelling crane, 4 wheel		1972	Operational
E+10	TMLR	Covered van, 4 wheel			Restored (Body Only)
E11	EBR	Covered van, 4 wheel			Operational
E195	TGR	Covered van, 4 wheel		1978	Operational
E242	TGR	Covered van, 4 wheel		1978	Operational
QG17	TGR	Ballast hopper, 4 wheel Grover bogie		1989	Operational
ZS 1	ANR	Sand Wagon		2006	Stored

Miscellaneous Railway Vehicles

Class / Number	Origin	Type	In service	Acquired	Status / Notes
WG 52	TGR	Powered gang motor			Operational
Wolsley	EZ Co	Wolsley car fitted with railway wheels for the use of mining officials	1947	1972	Operational
[Various]	TGR	Hand powered gang vehicles			Operational

Trams

Class / Number	Origin	Type	In service	Acquired	Status / Notes
13	LMT	Single truck, drop end, California combination	1912	1974	Under restoration (Body only)
141	HMT	Bogie, single deck saloon	1952	1960	Operational
46	HMT	Single truck, double-deck	1922	1974	Restored (Body Only)



FIGURE 23: ELECTRIC TRACTION VEHICLES ON A WINTER EVENING

Trolley Buses

Class / Number	Origin	Type	In service	Acquired	Status / Notes
235	MTT	Chassis: BUT Body: City Bodyworks	1953	1968	Last Trolley Bus to run in Tasmania
74	MTT	Chassis: Leyland Body: HMT	1942	1964	Known as 'Canton' type. Donated by MTT

Buses

Class / Number	Origin	Type	In service	Acquired	Status / Notes
16	MTT	AEC Regal	1948	1976	Ex Housing Department
249	MTT	Bedford 'SB3' Body: City Bodyworks	1971	1988	Donated by MTT
32	HMT	AEC Regal Mk III Body: HMT Workshops	1952	2008	Unrestored
361	LMT	Leyland Tiger	1947	1976	Half cab
601	MTT	Leyland National (UK)	1975	1992	Donated by MTT
ACE No. 18	Ace Bus Service	Hino - Freighter	1965	2006	
Chevrolet Side loader bus	Wise's Coaches	Chevrolet Body: Cramp Bros for WRA	1942	1992	
TAA AEC Reliance	TAA	Chassis: AEC Reliance Body: MBA	1956	1985	



FIGURE 24: TAA AEC RELIANCE BUS [D JONES]

Road vehicles

Class / Number	Origin	Type	In service	Acquired	Status / Notes
Diesel road roller	KQ	A.H McDonald 'Imperial'		1978	
Fire engine	Ex-Burnie	Dodge	1934		Currently on loan to Burnie Fire Brigade
Front end loader		International			
Small road roller	CCC	Wallace & Stevens 'Advance'		1978	Used for foot paths
Steam Roller	PWD	Aveling & Porter, England		1990	On loan from Works Tasmania
Tower Wagon No. 3	MTT	Bedford D5LD	1959	1999	Laterly Marine Board of Hobart
Tower Wagon No. 7	MTT	Fargo FL4	1948		
Traction engine	PWD	Robey & Company, England	1926	1990	On loan from Works Tasmania; Operational
ALS		Motorcycle		1974	Donated by Mr J Bylett

Steam Power

Class / Number	Origin	Type	In service	Acquired	Status / Notes
Generator	Warang (Tug)	Healing	c1940	1972	
Marine Engine	Sorrento (Ferry)	Triple expansion steam engine	1909	1967	
Mill Engine	K&D timber mill	Semi-portable Marshall mill engine, 30 nhp	1913	1974	

Aviation

Class / Number	Origin	Type	In service	Acquired	Status / Notes
Turbo-jet engine		Rolls Royce		1986	Donated by HTC

INTERPRETATION PLAN

There are several suitable sites for the Interpretation Panel inside the Museum boundary, as shown in the photographs below. The final location is yet to be decided. The need for the panel to be in full view by the visiting public and safe from vandalism is appreciated.



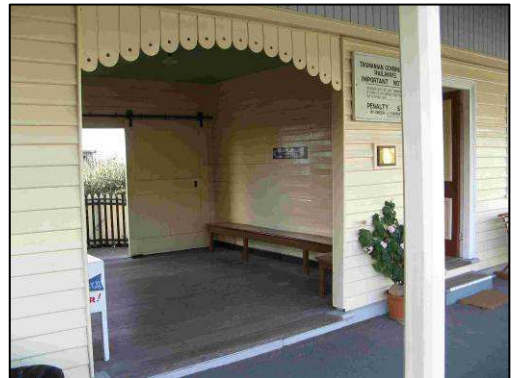
Inside the entrance gate



Near the station entrance ramp



On the station wall



In the station foyer

Interpretation Panel Title: TASMANIAN TRANSPORT MUSEUM

Possible themes:

- 1 Trains, trams, buses and fire engines.
- 2 Tasmanian Transport Museum Society
- 3 Heritage Recognition

Illustrations

Four main exhibits, EH marker image, Museum logo.

The first (tentative) version of the panel design is on the next page.

Implementation

The design, manufacture, and funding of the interpretation panel will require some expertise and support from Engineering Heritage Australia. The Society will make and install the supporting structure, and be responsible for any on-going maintenance.

TASMANIAN TRANSPORT MUSEUM

HOW IT STARTED

With the imminent closure of Hobart's tramway system in the 1960s, the Metropolitan Transport Trust agreed to donate bogie tram No 141 for preservation. Collecting Tasmania's transport heritage had begun.

The Tasmanian Transport Museum Society Inc was formed in June 1962. In 1972 the Glenorchy Council leased this site to the Society, conveniently beside the main north-south railway.

TRAINS

Rail transport began in Tasmania in 1871 with a wide gauge line from Launceston to Deloraine with steam locomotives. Launceston and Hobart were connected by the narrow gauge line in 1876.

Tasmania had regular passenger train services from 1871 to 1978. Most recently the Tasman Limited ran between Hobart and Wynyard from 1953 to 1978. The Museum has an array of locomotives and carriages.



TASMANIAN TRANSPORT MUSEUM SOCIETY Inc

Run entirely by volunteers, the Society collects historic transport items which are important to the history and development of Tasmania, carries out restoration work, and runs steam and diesel trains for the education of current and future generations.

TRAMS

Hobart had tram services between 1893 and 1960. Launceston's system ran from 1911 to 1952.

Hobart's fleet featured double-deck trams, with electric power supplied by a steam-driven power station in lower Macquarie Street. Later double-bogie single deck trams were added.

Both single and double deck trams from Hobart and Launceston can be inspected in the Museum.



BUSES

Electric trolley buses began running in Hobart in 1935 and eventually replaced the trams. Launceston's trams were replaced by trolley buses in 1952. These buses were almost silent in operation. They were in turn replaced by motor buses to move away from fixed routes. Two trolley buses are preserved in the Museum.



FIRE ENGINES

The Tasmania Fire Museum is also on this site, housing an impressive display of fire engines, equipment, memorabilia and uniforms in an original fire station.



With this marker, Engineers Australia recognises the Museum as an important collection of significant engineering heritage items. Awarded November 2011.



REFERENCES

Dix, A., Beck, D., and Dix M. 'Locomotives of the Tasmanian Transport Museum Glenorchy Tasmania', published by the Tasmanian Transport Museum Society, October 1991 (revised and re-printed)

www.railtasmania.com/ttms/ Website of the Tasmanian Transport Museum